flight audit teams at Delhi and Bombay to monitor the working of the air taxi oprators and to ensure that these operators carry out the mandatory requirements; and

(b) if so, what are the details of the members of the team and the details of guidelines for their working?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) and (b) Yes, Sir. DGCA has constituted safety audit teams at Delhi and Bombay to identify the areas of weakness in the management of operations of air taxi operators, to give them an opportunity to improve their systems and functioning to ensure safety. The members of the team consisting of officials from D.G.C.A. are as under:—

Team at Delhi	Team at Bombay
1. Dy. Director Air Safety (Accident Prevention)	1. Dy. Director, Training and Licencing, Bombay.
2. Dy. Director Airworthiness.	2. Controller of Airworthiness, Bombay.
3. Flight Inspector, Flight Inspection Directorate.	3. Flight Inspector, Flight Inspection Directorate.
4. Deputy Director Informations and Regulations.	4. Dy. Director Informations and Regulations.

The safety audit teams will examine the working of the air taxi operators with special reference to the following :—

(a) Operational policies;

(b) Safety management;

(c) Flight operations;

(d) Management facilities;

(e) Security, etc.

Curtailment of service of India Airlines

3652. SHRI SURESH KALMADI: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether it is a fact that Indian Airlines has decided to withdraw ten per cent of the aircraft operating throughout its network;

(b) if so, what are the reasons therefor; and

(c) what are the region-wise details of the curtailment of the services?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) and (b) To improve punctuality and also taking into consideration the low seasonal traffic, capacity and other operational constraints, Indian Airlines has curtailed its services in its schedule effective 1st August, 1992.

(c) The region-wise details of reduction in service are enclosed as Statement.

Statement

Reduction in Indian Airlines schedule effective 1st August, 1992

WESTERN REGION :	
Bombay-Rajkot-Bombay	5 B737 instead of 7 B737
Bombay-Bhavnagar-Bombay	5 B737 instead of 7 B737
Bombay-Jamnagar-Bhuj-Bombay	4 B737 instead of 5 B737
Bombay-Raipur-Bhubaneshwar-Calcutta & RT	2 B737 instead of 3 B737
Bombay-Ahmedabad-Jaipur-Varanasi-Calcutta & RT	2 B737 instead of 3 B737
EASTERN REGION :	
Calcutta-Bangalore-Calcutta	4 A320 instead of 7 A320
Calcutta-Agartala-Calcutta	11 A320 instead of 14 A320
Calcutta-Hyderabad-Calcutta	2 B737 instead of 4 A320
Calcutta-Port Blair-Calcutta	2 B737 instead of 3 B737
Calcutta-Dibrugarh-Calcutta	3 B737 instead of 4 B737
Calcutta-Bagdogra-Calcutta	5 B737 instead of 7 B737
Calcutta-Imphal-Dimapur-Calcutta	3 B737 instead of 4 B 737
Calcutta-Guwahati-Tezpur-Jorhat-Calcutta	2 B737 instead of 3 B737
Calcutta-Tezpur-Jorhat-Guwahati-Calcutta	2 B737 instead of 3 B737
NORTHERN REGION :	
Delhi-Bombay-Delhi	21 A300+12 A320 instead of 21 A300+17 A320
Delhi-Bangalore-Delhi	7 A300+4 A320 instead of 7 A300+7 A320
Delhi-Lucknow-Delhi	4 B737 instead of 7 A 320+4 B737
Delhi-Ahmedabad-Delhi	7 B737 instead of 7 A320
Delhi-Pune-Delhi	5 A320 instead of 7 B737
Delhi-Goa-Cochin & Return	4 B737 instead of 7 B737
Delhi-Guwahati-Imphal and Return	3 A320 instead of 4 A320
Delhi-Guwahati-Agartala	2 A320 instead of 3 A320
Delhi-Srinagar-Delhi	2 B737 terminator withdrawn
Delhi-Raipur-Bhubaneshwar-Delhi	3 B737 instead of 3 B737
Delhi-Nagpur-Raipur and Return	3 B737 instead of 4 B737
Delhi-Varanasi-Bhubaneshwari-Delhi	2 A320 instead of 4 A320
Delhi-Jaipur-Jodhpur-Udaipur Aurangabad-Bombay	Omitting Jodhpur and refouted as Delhi-Jaipur-Udaipur-Aurangabad-Bombay.

SOUTHERN REGION :	
Hyderabad-Vizag-Hyderabad	5 B737 instead of 7 B737
Madras-Bangalore-Ahmedabad & Rt.	2 A320 instead of 3 A320
Madras-Port Blair-Madras	3 B737 instead of 4 B737
Madras-Vizag-Calcutta & Rt.	3 B737 instead of 4 B737
Madras-Bangalore-Mangalore	3 B737 instead of 4 B737
Madras-Bangalore-Goa	Once weekly A320 withdrawn. 2 B737 Madras-Bangalore Goa-Ahmedabad maintained.
INTERNATIONAL SERVICES :	
Bombay-Karachi-Bombay	4 A300 instead of 5 A300
Calcutta-Bangkok-Calcutta	3 A320 instead of 4 A320
Calcutta-Dhaka-Calcutta	3 A320 instead of 4 A320
Madras-Colombo-Madras	3 A320+4 B737 instead of 5 A320+2 B737.
SERVICES WITHDRAWN :	
Delhi-Lahore-Delhi	
Bombay-Colombo-Bombay	
Trichy-Colombo-Trichy	
Bombay-Jaipur-Bombay	

Lowering of Hotel Tariffs for Attracting more tourists

3653. SHRI B. K. HARIPRASAD: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether it is a fact that recently revamped lowered hotel tariffs are attracting more tourists as reported in 'Economic Times' of 15th July, 1992; and

(b) whether Government would encourage and finance educational and other Trusts to run low priced tourist Hotels all over the country at places of worship, scenic beauty and historical value as well as rest and recreation and sports promotion?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) Hotel tariffs are not fixed by the Government. Hotels are free to fix their tariffs so as to attract more tourists.

(b) Government has several schemes for encouraging setting up of accommodation at pilgrim centres as well as other places of tourist interest.

Publicity for tourism on star T.V.

3654. SHRI VIREN J. SHAH: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Government propose to launch a major publicity drive through 'Star T.V. to project India as an 'exciting' tourist destination;

(b) if so, what are the details in this regard;

(c) whether it would attract tourists from Asian Countries and other regions and

(d) the extent to which it would help to save foreign exchange?